

MACKEREL SKIPPERS ADOPT ANOTHER PLAN

AUTO CRASHED INTO POLE AT PIGEON COVE

The base of the telephone pole in front of 121 Granite street, Pigeon Cove, was broken off and moved about 10 feet over the sidewalk by the head-on impact of a light sedan driven by Carl E. Lundberg of 72 Pigeon Hill street, that village, at 11.05 o'clock Saturday night.

A crowd quickly collected but only one or two persons saw Lundberg, who left in another car before the arrival of Officers James E. Quinn and John V. Spates of the Rockport police department. Sunday morning Lundberg reported the accident to Chief John E. Sullivan, saying another car had passed him on the curve at that point, causing him to crash into the pole.

The crash awakened residents of that section, one of whom, Mrs. F. Clifton Fears, saw the driver holding a blood-stained handkerchief to his face. Two men in a car which had been following Lundberg's took him away, despite his protest that he was little hurt, according to Mrs. Fears.

Combination A, carrying a powerful lighting unit rendered valuable service to the men from the Gloucester Electric company who restored the pole to its normal position from an angle of about 45 degrees. The use of the unit was offered to Quinn by James H. Reed, Albert P. Pushee and Benton D. Story, all members of the fire department, and permission was granted by Engineer Herman S. Sherburne.

A tow truck from Eaton's garage took the machine, the front end of which was badly damaged, to that garage. Quinn was on a tour of duty when he came upon the scene shortly after the impact.

Fleet Divided into Squadrons To Regulate Supply to Market---Fish To Be Landed Only Here and Boston

Over 50 sturdy sons of the sea, stood the torrid afternoon Saturday, and gathered in the inner chamber of the Master Mariners' rooms, where for five hours, they voiced their opinions of what was wrong with the mackerel seining industry for the third time in nearly as many weeks, and offered suggestions whereby the dealers might meet their terms to the satisfaction and benefit of all concerned.

The discussion at times raised the temperature of some of the participants, but when the evening sun was setting and cooling the atmosphere, the following had been accomplished

The New Deal.

That the fleet shall be divided into two equal squadrons of 29 vessels each, the first group to sail Sunday night (yesterday) at 8 o'clock, and the second to remain in port until next Sunday morning, 10 o'clock. The first group to fish continually until next Friday when all fish they have caught must be sold by night, and then tie up for one week. All fish must be sold on the same day brought into port, and must be first brought into Boston or Gloucester only.

The price per pound in Boston shall remain the same, three cents for large and two cents for small, for fish to be resold as fresh, two and one-half cents for large, and one and one-half cents for small for fish to be resold as frozen or salt mackerel at either port; fish to be resold as fresh in Gloucester, a quarter of a cent less per pound for large than the Boston price. The maximum fare each trip remains the same, 20,000 pounds.

All boats in each group will pool their receipts for the week they are engaged in fishing, regardless of any previous ruling, and that pool will be handled by John Nagle company, Boston fish buyers.

Someone once said that "East is east, and west is west, and ne'er the

twain shall meet" but circumstances certainly alter cases, and the remarkable feature of the proceedings is the development of relations among the Italian skipper the Port or western terminus inner harbor, and those other cester fishermen who park boats in the eastern area. The men in which one has witnessed other standing by the word meetings, has done more to good-will and respect toward other, in the short space of month.

One Representative.

Henry F. Brown, secretary of the Master Mariners' and the fishing Masters Producers' association called forth the names of the allowing one representative, the skipper or owner, to slip the door-way. Old Sol governs dress for the occasion, forcing perspiring fishermen to doff the coats, and roll their shirt-sleeves better to gesticulate with the men of Latin blood are wont to. Capt. John A. Dahlmer, president of the Fishing Masters Producers' association, took command of the and was relieved at intervals "Shore Skipper" Henry Brown stood watches when the heat of the sun and the discomfort threatened the commander of seiner Superior.

The first question before the was the price, and fare. The was kept as previously agreed, maximum of 20,000 pounds per. The price remained the same for fresh fish in Boston, but was a quarter of a cent per pound for city. For frozen or salt fish price was agreed as 2 1-2 cent pound for large and 1 1-2 cent small at both ports.

Dividing The Fleet.

The matter of dividing the fleet to sailing, called for considerable discussion when several ideas were advanced to improve upon the

(CONTINUED ON PAGE SEVEN)

SKIPPERS ADOPT ANOTHER PLAN

(CONTINUED FROM PAGE ONE).

method which was that one-third sail Monday, a third Tuesday and the final group Wednesday of the week, and that once in port after landing a fare, a boat would remain there until 24 hours had elapsed. It meant that only 18 boats at the most shall be in port at one time with 20,000 pounds each, and therefore the market should be able to absorb the combined trips in one day. But the weather man played pranks upon the fleet the very first week the new plan was tried and for two days the first three were forced to hold up in Quicks-hole down Cape Cod way while they waited for the heavy seas to abate, and the atmosphere to clear the dense fog. That meant that no fish entered port until the latter part of the week when all tumbled in upon one another, and nobody made any money, while many had to get rid of their catches as best they could without realizing a cent for them.

The new plan calls for half the fleet to sail the first of the week and remain fishing for the entire week when they will return to port and give the other half a chance. The first group were allowed to leave port last night at 8 o'clock and many were on their way to the Cape Cod canal at that hour, forming a regular marine parade as they rounded the breakwater, headed toward the open sea with their white boats trailing behind.

May Remain Longer.

This first group is allowed to fish until next Friday morning but if it so happens that it is unlucky enough to make contact with the schools by that time it may remain there until fortune smiles upon it. They may make as many trips during the week as they can, without waiting 24 hours as previously ruled. Friday is set as the day for them to sail since Saturday is a holiday and the Boston Fish pier is closed. Every boat in the first group must have its fish sold by Friday night of this week. Whatever fish is in the holds of a craft when the pier bell clangs in the early morning hours, must be sold before the close of the market on the same day, or else the skipper must dispose of them by other means than over the rail through selling. Positively fresh fish must be guaranteed the buyer, and for that reason no mackerel can be over a day in port when the buyer takes them. Capt. Dahlmer was the author of the two-squadron plan which was accepted as the most reasonable.

Another ruling was that every pound of mackerel caught by the seiners must be brought into Boston or Gloucester first and that no fish can be consigned by the skipper to any port. The reason why the skippers and owners have centered their landings was the outcome of the meeting of the local dealers with dealers of the Boston Fish Pier who have felt an eagerness to discuss the problem the other day. The latter complained that New Bedford was under-selling them on the price, when seiners unloaded their fares there, while Newport, declared that Gloucester was under-selling them in New York. With all fish entering Boston or here first, the constant price in either place may be enforced. If neither port can handle all the fish entering, then the mackerel surplus may be shipped or transported by vessel to any port furnishing a purchaser agreeing to take them at the minimum price.

June 12

The Pooling System.

The new pooling system was advanced by Capt. Joe Frontiero of the Linta, after countless suggestions had been made, and even some had wanted to discontinue the plan whereby those boats who fail to sell their fares might be recompensed by sharing the good fortune of their fellow seiners. Skipper Joe's plan was that all boats in the first group should pool all trips made by them for the week, and that all boats in the second group should do likewise, so that the unlucky fishermen might get a chance to "break even." The manner of pooling is that at the end of the week, the average price on large and small mackerel be figured, and then the boats would share according to the amount of fish they secured during the week, regardless of whether they sold the fish or not.

The First Group.

The first group of seiners which sailed last night included the Orion, Old Glory, Salvatore and Rosalie, Antonio, St. Peter, Fannie F. Hickey, Bethulia, Natale II., Linta, Catherine Graffeo, St. Theresa, Serafina N., Grace F., Catherine Burke, St. Providence II., Capt. Drum, Hoop-la, Three Sisters, Rose Marie, Sebastiano C., Eleanor, St. Providence I., Famiglia, Alice and Mildred, Angie and Florence, Antonina, Leretha, Dacia, and Serafina II.

Accidents deterred three boats which had drawn place in this group from sailing last night, and the latter trio were substituted. The Ruth Lucille, Capt. Tom Benham's boat, was hit by the freighter Santa Cecilia last week in the thick fog, and the seiner will not be off the ways for a couple of weeks, so her place was given to the Dacia, Capt. Peter Strescino.

Hardly had the Mary F. Curtis, Capt. David Keating, turned his engine over yesterday forenoon preparatory to getting ice, when the crank shaft broke, and that will keep them in port for the week, so the Serafina II., Capt. Joe Chianciola, was allotted her place. The third upset was the result of a collision between the Alden, Capt. Percy Firth, and the Sebastiano C., Capt. Charles Nelson, when both came together in the inner harbor as they were going to take ice yesterday forenoon. That put the Alden out of the picture until her stem is repaired, and the Leretha, Capt. John Morash swapped places with her.

The Second Group.

Thus the second group which will begin to leave the harbor next Sunday morning after 10 o'clock includes: the Alden, Ruth Lucille and Mary F. Curtis, if they are in shape by that time, and the Joanna, Jackie B., Superior, Mary W., Nyoda, James W. Burke, Thelma, Jennie and Julia, Florence K., Marietta and Mary, Carlo and Vence, Inca, Josephine and Mary, Angie and Vence, Santa Maria, Rose and Lucy, Margaret D., St. Rosalie, Salvatore, Uncle Sam, Doris M. Hawes, Alicia, Nova Julia, Santina D., Naomi Bruce III, and Salvatore of Boston.

**LIGHT RECEIPTS
AT THIS PORT****TOTAL ABOUT 33,000 POUNDS—
SEINERS LEFT LAST
EVENING.**

Fresh fish continues scarce in this port, and over the week-end, the total only reached 32,500 pounds of cod, and mackerel. The gill netters accounted for over 16,000 pounds of cod, the trawlers for over 12,000 pounds, and three small netters for 3600 pounds of large mackerel. The big news of the day was the exodus of 29 mackerel seining vessels representing the first group, leaving port as per agreement after 8 o'clock last night.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Plymouth Rock, trawling, 1000 lbs. cod.

Whiffen, trawling, 1200 lbs. cod.
Jones Brothers, trawling, 1500 lbs. cod.

Eva Marie, trawling, 600 lbs. cod.
Emily, trawling, 1400 lbs. cod.
Sally Joseph, trawling, 800 lbs. cod.
Lady of the Rosary, trawling, 1000 lbs. cod.

Mayflower, netting, 2200 lbs. mackerel.

C6696, trawling, 500 lbs. cod.
Al Smith, trawling, 600 lbs. cod.
498-D, trawling, 400 lbs. cod.
Anna W., trawling, 700 lbs. cod.
Gertrude E., netting, 700 lbs. mackerel.

1139-C, netting, 700 lbs. mackerel.
Dorothy, via Provincetown.

Saturday's Arrivals and Receipts.

Ripple, trawling, 800 lbs. cod.
C2052, trawling, 800 lbs. cod.
Emma W., trawling, 500 lbs. cod.
C7225, trawling, 500 lbs. cod.

Yesterday's Gill Net Receipts.

Naomi Bruce II., 2000 lbs. cod.
Virginia and Joan, 1800 lbs. cod.
Edna Fae, 1000 lbs. cod.
Nashawena, 700 lbs. cod.
Liboria C., 700 lbs. cod.

Saturday's Gill Net Receipts.

Naomi Bruce II., 2300 lbs. cod.
Virginia and Joan, 2300 lbs. cod.
Edna Fae, 2000 lbs. cod.
Enterprise, 1600 lbs. cod.
C. A. Meister, 1200 lbs. cod.
Nashawena, 1000 lbs. cod.

Sailed.**PIER WILL CLOSE****BUNKER HILL DAY**

The fish stores and exchange will be closed on Saturday, June 17, a holiday in this state.

SWORDFISH AT PIER**FROM THE SOUTH**

A few small lots of swordfish have arrived at Boston from the south and have sold for 35 to 45 cents per pound. The lower price was paid for the 15 fish landed by the Liberty at New Bedford and shipped to Boston. The fish were of good size and caught 100 miles southeast of New York. Capt. Claude Wagner reported much rain and strong winds.

**FIRST SWORDER
AT BOSTON PIER****ALPAR IN WITH 26 FISH—OTHER
RECEIPTS ARE LIGHT THIS
MORNING.**

A fleet of 30 vessels reached the Boston fish pier this morning. Among them was the first swordfisherman, the Alpar with 26 fish, and eight boats with small lots of mackerel which totalled 16,000 pounds.

Other receipts were 350,000 pounds of groundfish, 15,000 pounds of halibut, 218,000 pounds of mixed fish and 5000 pounds of salt fish. The market opened up strong.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

Kid Roberts, 2400 mackerel.
Catherine P., 1800 mackerel.
Jupiter, 1800 mackerel.

Santa Rita, 1800 mackerel.
Nova Antonio, 1600 mackerel.
Lucy, 2800 mackerel.

Santina, 1200 mackerel.
Boat, 2500 mackerel.

Str. Ocean, 100,000 haddock, 10,000 cod, 23,000 mixed fish.

Str. Notre Dame, 73,000 haddock, 16,000 cod, 26,000 mixed fish.

Rita B., 23,000 haddock, 2300 cod, 9300 mixed fish.

Laura Goulart, 40,000 haddock, 50,000 mixed fish.

Lark, 3000 haddock, 65,000 cod, 2500 mixed fish.

Alpar, 26 swordfish.

Oretha F. Spinney, 15,000 halibut, 5000 salt fish, 18,000 cusk.

Leonardo, 5400 mixed fish.
Mao II., 8800 mixed fish.

Princess, 13,800 mixed fish.
Frances, 9400 mixed fish.

Eddie and Lulu M., 9200 mixed fish.

Arthur and Matthew, 12,800 mixed fish.

Rosie C., 6700 mixed fish.
Eva II., 8900 mixed fish.

Evangeline D., 8000 mixed fish.
Rosie, 9600 mixed fish.

Fred Henry, 7500 mixed fish.
Sebastiano and Figli, 6800 mixed fish.

Two Brothers, 6400 mixed fish.
Annie and Josie, 8000 mixed fish.

St. Peter, 6500 mixed fish.
Haddock, \$3 to \$4 per cwt.; large

cod, \$4 to \$5; market cod, \$2.50 to \$3; hake, \$3; pollock, \$2; cusk, \$1.25;

55 years from a head attack in the South Portland home.

Capt. Sherman spent 39 years in the United States Lighthouse Service, entering when he was but 14 years old, when he left his Round Pond home in answer to the call of the sea. He worked his way up through the ranks until 1911 he was made a captain and sent to Portland to be superintendent of that district.

In 1924, Capt. Sherman was stricken with acute intestinal trouble while at the launching of the Lightship III, from the Bath Iron Works and was rushed to Portland where an operation was performed which left him in a critical condition for some time.

After his recovery he resumed his work and gradually seemed to have regained his health, being active until the time of his death.

Loberster Notes.

Landings of lobsters for last month for the district from Cole Harbor to Pennant Point, N. S., showed a total catch of 241 hundredweight, as compared with 350 hundredweight for the corresponding period last year. In May, 1931, the catch was 520 hundredweight.

The storms which were prevalent in January were blamed to some extent on the decrease in the catch. On the other hand, many of the fishermen are opposed to the season from December till May, claiming that January and February were of no benefit to them.

TWO SEINERS CRASH GETTING UNDERWAY

Two mackerel seiners met bow to bow yesterday forenoon off the wharf of the John Chianciola Fish company with the result that the Alden which was scheduled to sail with the first group of the fleet last night, was forced to exchange places with the seiner Leretha, and go on Parkhurst's Marine railways where she will be a week while repairs are being made.

The stem of the boat was ruined completely by the collision which was caused when the other boat, the Sebastiana C., was turning around to get the seine boat on the off-side of the craft. The latter craft was not

damaged to any extent and sailed last night.

Upon seeing a collision was inevitable, both vessels tried to lessen the force of the blow, the Alden, commanded by Capt. Percy Firth, ordering full speed astern, while John Nelson who was acting captain of the Sebastiana C., endeavored to veer out of the way.

The Alden had left her dock at the Independent Fisheries about 9.30 o'clock, to go to the Cape Pond Ice Company's wharf for ice, since they were preparing to sail last night, when the skipper suddenly realized that the Sebastiana C. was dead ahead and turning around, too late, however, for the Alden to completely avoid collision.

SCH. COL. LINDBERG LANDED 10 SWORDFISH AT NEW BEDFORD.

Skipper Harry Clattenburg should head this column today for the old-timer who was the first to sail from this port for the swordfishing habitat, namely May 27, has connected, and arrived at New Bedford, Friday, morning with 10 fish weighing on the average of 175 pounds each in the Col. Lindbergh. He received 25 cents per pound, they say.

However, Capt. Clattenburg was not the first to land fish, for Capt. Claude Wagner in the swordfisherman Liberty landed six on Friday, hardly two hours previous. According to report, Capt. Wagner was not willing to accept the 25 cents per, since he wanted 40 cents, and so he shipped the fish to the Boston market. Don't know how he made out.

That reminds Squibs that only a quarter of a century ago, the swordfishermen were not as well treated in the market. Take for instance the Valentinna, Capt. Charles O'Neil, which landed the first trip of the season, 63 swordfish, just 25 years ago today. They stocked \$1656.75 for the trip, which took them eight days to catch and deliver, and each man shared \$115. The price per pound was only 15 cents. They caught the fish on the southwestern bank of Georges in 80 fathom of water.

Saturday night was something to get moon-eyed over, for seldom was the moon so beautiful as it sent its broad wavering yellow beam across the harbor, while resting atop Luna was a heavy dark cloud rift fringed with silver light as it contacted the moon.

They were talking about Gloucester schooners, and how they seem to have lost their former popularity. How some of them are lying idly at the docks, begging a taker, whereas in the old days, they would hardly discharge their fare before they would be on their way again for another trip. Take for instance the old Commonwealth, when Boom Tackle Oliver was her skipper, some 28 years ago.

That season, it was in the Spring, Boom Tackle went flitching, returned with his trips, fitted out for halibut, returned with another trip, went flitching again, and then went haddocking, to Georges where he was lost with all hands, all in the space of a year.

Which recalls the fact that the so-called stump that occupies the cavity in the bow of the Gertrude L. Thebaud, reserved for the long bowsprit, hailed from the Constellation originally, being removed from it about 31 years ago, and later used in the sch. Arthur D. Story from which it was transferred to the Thebaud, being used in her while fishing.

Incidentally, the Arthur D. Story, a fine schooner named after the famous ship-builder, is beginning to look more ship-shape, and ready for action, with her spars being slushed, and portions painted white, and her decks also dressed for any occasion that may come about. The vessel is at Capt. Ben Pine's wharf.

The Mary A., has changed over from gill netting to jigging for cod, and Capt. Edward Weideman is still landing his catches at Murray & Tarr's at the Fort. Fish are certainly scarce insofar as the sacred cod is concerned. They just don't seem to appear in these waters.

Squibs sees by the papers that New York is at last determined to clear out the "racketeer" element. And on the very next page is another comic strip, which lost its humorous appeal after reading the reform yarn. Better to begin on the silent partners of racketeering before bothering the gun-toting morons or messengers of the shake-down artists.

Despite all the present hullabaloo of "culture", the local fishing

Dorothy is in port today, being a dragger from Provincetown, and originally engaged in dragging for shrimp down Saint Augustine, Florigway, Capt. Frank Henry brought her into Davis Brothers wharf yesterday and intends to sail again tomorrow after making a few minor repairs upon the engine.

Since the war which certainly upset the world, the waterfront has undergone many changes, chiefly among which is the introduction of several novelties, such as the piazza upon which ladies sip tea beneath a garishly-colored beach umbrella, at the end of a wharf, adjoining one where fishermen are engaged in mending nets, slushing spars, and painting the decks. And on t'other side, site an artist, breathing in the soul of the fisheries upon the canvas, with dreams of the result being acclaimed as a master-piece, which is among things that never happen.

SQUIBS.

SQUIBS FROM THE WATER FRONT

CAPT. CARLSON PRAISES THE EFFECTIVENESS OF RED FLARES AT SEA

Skipper Eric Carlson of the halibuter Pollyanna, just returned from Grand Bank with a good fare, is loud in his praise of the red flares with which Gorton-Pew Fisheries is equipping all of the vessels that fit out there. Capt. Eric says there's nothing like them to bring aid to the dory where fishermen are in need of assistance or rescue.

He was on Grand Bank recently with the halibuter Pilgrim over a mile away, the weather foggy, when in the night he had one of the dories ignite the flare and in quick time the flare was answered by the Pilgrim which is Capt. Cecil Moulton's schooner of this port. The flares loomed brightly against the sky and were a clear warning of something wrong on the deep, says the Pollyanna's skipper. Every dory should be so equipped, thinks Squibs.

Incidentally the Pollyanna is at the Pew branch of Gorton-Pew Fisheries with 15,000 pounds of salt cod for splitting, having taken out her halibut at Portland, Maine, yesterday.

Also at Pew's is the haddocker Laura Goulart, Capt. John Goulart, with 37,000 pounds of fresh cod for splitting, having left 8000 pounds of haddock over to the Gloucester Cold Storage for filleting.

At Davis Brothers Fisheries in the heart of the waterfront, is another halibuter, the sch. Oretha F. Spinney, Capt. Carl Olson, with 5000 pounds salt cod, and 16,000 pounds of cusk, which are yours for the buying.

A freak accident occurred in the inner harbor yesterday afternoon when the German pilot boat that was, and which is now the yacht Wander Bird, became too frisky and ploughed into the haddocker Mary P. Goulart of Provincetown, the latter being docked and minding its own business at Burnham's railways wharf. Three stanchions on the Goulart were ruined by the crash. It seems that Capt. Warwick Thompson of the Wander Bird was sailing out of Rocky Neck, having a bit of breeze which he trusted he would catch once entering the inner harbor but the breeze left him entirely, and though he did his utmost to bring the wheel around hard, she wouldn't answer, and came straight ahead, refusing to stop until she had whacked the haddocker near the forward pilot house. Oddly enough the Goulart only came here for a general overhauling and repairs to her engine, and it looks as if Capt. Lawrence Santos will have to do some more repairing before he sets out to sea.

Pollock in large bunches are being captured just outside Eastern Point by the seiners when over-night three good trips were reported, such as the Grace A., Capt. Tom Aiello who had 12,000 pounds, and the Roma, Capt. Mike Frontiero, with 8000 pounds, both of which trips were taken to the Producers' Fish company at the Fort. Over to the Cape Ann Cold Storage company next door, came the Annie and Josephine, in which another of the many Capt. Joe Fronterios is skipper, having 10,000 pounds of pollock.